



FAA Reauthorization Watch: Provisions for UAS and AAM Companies in the Senate Bill

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The Senate Committee on Commerce, Science, and Transportation passed a bill on February 8 that would fund the Federal Aviation Administration (FAA) for the next five years. This is the first sign of good progress on FAA Reauthorization since the House of Representatives passed its own version in July 2023. The Senate version of the bill was stalled in Committee, held up by a series of disagreements among senators on issues affecting pilots, including training requirements and a mandatory retirement age. When no progress was made by the end of last year, Congress was forced to pass a second short-term extension bill to fund the agency through March 8, 2024.

FAA Reauthorization has long been controversial—the 2018 reauthorization package was the first five-year FAA package since 1982. Nevertheless, Congress does appear poised to pass another five-year package in the coming months. The next step for the Senate bill, S. 1939, is a full Senate floor vote. After that, we expect to see a negotiation between the House and Senate to reconcile their versions of the bill. This could take place in a formal conference committee process or, more likely, in behind-the-scenes negotiations. The final version will return to the House and Senate for approval and will finally make its way to the President's desk for his signature. Timing on ultimate passage and conference negotiations remains unclear.

To learn more, please click [here](#) for our summary of key provisions in the proposed Senate bill related to Uncrewed or Unmanned Aircraft Systems (UAS) and Advanced Air Mobility (AAM), including summaries of the amendments approved by the Senate committee.

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